



CITY OF DUPONT

Department of Community Development
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SEPA ENVIRONMENTAL POLICY ACT MITIGATED DETERMINATION OF NONSIGNIFICANCE Northwest Logistics Center II Parking Expansion

The City of DuPont is issuing a SEPA Determination on a proposal for modifications to a partially developed site.

City File Number: SEPA2020-001
Related File Numbers: PLNG2020-012 (Type II Site Plan Major Modification), -013 (Type I Administrative Variance), -014 (Type I Lot Line Elimination)

Description of proposal: A proposed modification to a previously approved and constructed development to modify building space, construct a new guard house, expand and reconfigure parking, and add the 5.3-acre lot adjacent to the north of the Northwest Logistics Center II site to the project. The changes require approval of a Type II Major Site Plan Amendment (PLNG2020-012), administrative variance (PLNG2020-013), a boundary line adjustment to eliminate a lot line (PLNG2020-014), and SEPA Environmental Review (SEPA2020-001). Only the changed aspects of the proposal are up for review. The lot line elimination would add 5.3 acres to the existing 32-acre site for a total of 37.3 acres. The parking reconfiguration and expansion of the north parking area will add 498 vehicle parking spaces and reduce trailer storage spaces by 47. In total, the proposal will provide 912 vehicle parking spaces and 77 trailer storage spaces. The proposal will also include clearing and grading, storm drainage facilities, and the addition of a 277 square foot guard shack to be located in the southeast corner of the site. Tenant improvements inside the building include adding a 118,150 square foot mezzanine for storing flammable and combustible liquid and aerosol products. The total floor area of the building after the addition will be 746,790 square feet. Roadway improvements will be provided along the frontage of International Place North.

Project Location: Northeast corner of International Place and Center Drive, Pierce County Assessor's Parcel Numbers 300039-0011 and 300039-0282. The project is located within a portion of the SW quarter of Section 24, Township 19 North, Range 1 East and the NW quarter of Section 25, Township 19 North, Range 1 East.

Proponent: Panattoni Development Company, Inc.
1821 Dock Street, Suite 100
Tacoma, WA 98402

Lead Agency: City of DuPont

Responsible Official: Andy Takata
City Administrator
City of DuPont

Contact Information: Janet Howald, City of DuPont | 1700 Civic Drive, DuPont, WA 98327 | 253-964-8121

The Responsible Official hereby makes the following findings and conclusions based on a review of the environmental checklist and attachments; comments received from City Departments; other information on file with the City and the policies, plans and regulations designated by the City of DuPont as a basis for the exercise of substantive authority under RCW 43.21C.060. The Optional DNS process in WAC 197-11-355 is being used. A Notice of Application was issued on August 17, 2020 with a 14-day comment period. The Notice was re-issued on August 27, 2020 and the SEPA comment period was extended to September 10, 2020 to correct a procedural error in noticing. Comments received from agencies and the public were reviewed and considered in the findings and conclusions of this Determination.

The lead agency has determined that the requirements for environmental analysis and protection have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and/or mitigating measures have been applied that ensure no significant adverse impacts will be created.

A. FINDINGS

This determination is based on the following findings and conclusions:

1. The 5.34-acre parcel to be added to the proposal (“north parcel”) is tax parcel number 300039-0282. It was previously cleared and graded circa 2007.
2. 32-acres of the subject property (“main parcel”) are currently constructed with a 628,640 square foot vacant warehouse building, 414 vehicle parking spaces and 124 truck trailer spaces (“main parcel”). Access is provided from three driveways from International Place. The property is landscaped along the east, west and south perimeters and includes Tree Protection Tracts A and B.
3. The main parcel was the subject of prior land use approvals (PLNG2018-063, PLNG2018-012, ADM 13-01) and a SEPA Determination of Nonsignificance (“MDNS”, SEPA13-01). The SEPA MDNS was issued on Feb. 10, 2015 with 13 mitigation measures intended to minimize many of the potential impacts caused by the development. The City adopted the MDNS for a previous amended proposal (PLNG2018-063, i.e. developed site) on January 8, 2019. All of the mitigation measures have been completed or complied with.
4. The changed aspects of the proposal are:
 - a. Tenant improvements inside the building include adding a 118,150 square foot mezzanine for storing flammable and combustible liquid and aerosol products. The total floor area of the building after the addition will be 746,790 square feet. Additional exterior improvements to the building will be made including a replacement of the roof.
 - b. Construct a new 277 square foot guard shack to be located in the northeast corner of the site.
 - c. Expand and reconfigure parking, to add 498 vehicle parking spaces and reduce trailer storage spaces by 47. In total, the proposal will provide 912 vehicle parking spaces and 77 trailer storage spaces. Changes to vehicle and truck parking will occur within the main parcel; the north parcel will be used primarily for additional parking and truck circulation.

The applicant will eliminate the shared lot line of the main and north parcels to combine the parcels for a total of 37.3 acres. Alteration of property lines are exempt from SEPA Review per WAC 197-11-800(6)(f).

5. A Combined Notice of Application with Optional DNS was issued on August 17, 2020 with a 14-day comment period. The optional DNS comment period was extended on August 27, 2020 to correct a procedural error in noticing to agencies. The end of the extended comment period was September 10, 2020. The Comments received during the comment period are summarized as follows:
 - a. Email from Charles Markham of US Army dated August 31, 2020 regarding concerns for potential impacts to the JBLM Canal. The comments are addressed in Findings #8, Water, below.
 - b. Email from Department of Ecology dated August 27, 2020 regarding potential soil contamination on the north parcel. The comments are addressed in Findings #11, Environmental Health.
 - c. Letter from Department of Ecology dated September 10, 2020 with comments pertaining to solid waste management, toxics cleanup, and water quality. See Findings #6, Earth; #11 Environmental Health.
 - d. Letter from Nisqually Indian Tribe dated September 9, 2020 concurring with the recommendations found in the cultural resources assessment summarized in Findings #16, Historic and Cultural Resources, below.
 - e. Letter from Department of Archaeology and Historic Preservation (DAHP) concurring with the Cultural Resource Survey and recommending the implementation of an Inadvertent Discovery Plan during all ground disturbing activities. See Findings #16, Historic and Cultural Resources, below.
6. Earth – The site is generally flat with 8 percent slopes in the eastern portion. The soils are mapped as Vashon Recessional outwash, Steilacoom gravel. A Geotechnical Engineering Report prepared by Terra Associates dated May 12, 2020 was provided for the 5.34-acre north parcel. The soils observed in the test pits correlate with the published description of this soil unit. The test pits found 12 to 24 inches of forest duff with gravel overlying Recessional outwash soils consisting of silty sand and silty gravel ranging from 3.5 to 5 feet. Outwash deposits were found below these depths. There are no geotechnical conditions that would preclude the planned development.

Approximately 7,000 cubic yards of cut, 8,000 cubic yards of fill and 2,000 cubic yards of stripping will be used to prepare the site for construction of the expanded and reconfigured parking areas. The source of fill will be from an approved source. Approximately 81 percent of the north parcel will be impervious surface upon completion of the proposed new parking area. A temporary erosion and sedimentation control plan (TESC) is required to be prepared and approved in accordance with the requirements of the 2014 Ecology Stormwater Manual and city of DuPont standards to control erosion impacts. See Mitigation Measures #1, #5, and #7.

7. Air – Temporary emissions from construction equipment would be present from 7 am to 6 pm Monday through Friday during the construction phase of the project. Emissions from vehicular traffic to and from the site would be present upon project completion. There are no other known types of emissions as a result of the proposal. See Mitigation Measures #8 and #9.
8. Water – A Non-Wetland and fish and Wildlife Habitat Assessment was submitted together with a response to City peer review comments dated September 2, 2020. A Type F stream is located offsite to the northeast on JBLM land. The stream is located approximately 95 feet from the property boundary. No work is proposed within the City’s 100-foot stream buffer.

No groundwater will be withdrawn and no waste material will be discharged into the ground.

Water runoff will be generated from new and replaced impervious surfaces. It will be collected and conveyed via storm pipe and catch basins to a retention infiltration facility located under the new parking lot in the western half of the property where it will be treated prior to infiltrating to the ground. The stormwater system will be designed according to the requirements of the Department of Ecology Stormwater Management Manual for Western Washington (2012 version with 2014 amendments) as adopted by the City of DuPont to control runoff from construction activities and the new impervious surfaces, including erosion control best management practices.

A comment was received from the U.S. Army regarding concerns for impacts of the stormwater facility to the JBLM Canal located northeast of the site. The comments were reviewed and considered by the City Engineer. The applicant proposes to provide water quality treatment and infiltration and will be required to keep and treat the stormwater onsite. The applicant is also required by City code to enter into an agreement with the City to maintain the private stormwater system. The city will ensure that the maintenance schedule includes inspections to ensure that no stormwater runoff is leaving the site. See Mitigation Measure #5.

9. Plants – The north parcel was previously cleared and graded; existing vegetation is sparse and comprised of shrubs and grass. All vegetation on the north parcel will be removed as part of the proposal. Some of the landscaping planted on the main parcel in the southeast corner and the west side will be removed to reconfigure parking and circulation. The landscaping will be replanted following construction. The northeast corner of the main parcel will be revised to remove or transplant existing vegetation. An 8-foot tall CMU screen wall will be added, and new plantings added on the east side of the wall to screen the guard shack/truck access area from view.
10. Animals – The north parcel likely contains small rodents and songbirds. The Type F stream that is located approximately 95 feet to the northeast of the site is recognized by Department of Fish and Wildlife as containing cutthroat trout and coho salmon. The following bat species are shown on Priority Habitat Species (PHS) maps as having habitat in the same township as the property: big brown bat (*Eptesicus fuscus*), Yuma myotis (*Myotis umanensis*), and little brown bat (*Myotis lucifugus*). Per DMC 25.105.050(2)(e), a habitat management plan is required for any development within or adjacent to areas identified as breeding or nesting habitat of priority species. The site has been previously cleared and contains sparse vegetation that would not likely be used by bats for hibernation, roosting or nursery sites. There are no specific

management recommendations provided by WDFW for the bat species. Therefore, no impact to animals are anticipated and no construction-related mitigation is required.

11. Environmental Health – ATC prepared a Limited Subsurface Investigation Report dated June 30, 2020 to characterize the subsurface conditions of the north parcel in accordance with the Model Toxics Control Act (MTCA) and its implementation regulations and Ecology’s Tacoma Smelter Plume Model Remedies Guidance. The evaluated the fill materials at the site and the native soil below the fill for arsenic and lead. Sample results indicated that the site-wide averages for arsenic and lead in each horizon were below the required cleanup levels. One of the native soil samples contained an arsenic concentration above the Tacoma Smelter Plume Model Remedy individual soil sample concentration. ATC recommended additional soil sampling to delineate the extent of the arsenic exceedance.

The Dept. of Ecology issued a comment letter regarding the potential for soil contamination on the north parcel. The comments included potential SEPA mitigation measures for testing and cleanup, if needed. See Mitigation Measure #4.

The building will be modified and floor spaced added to allow for the storage of flammable/combustible aerosol and liquid products. The building improvements will be required to follow the International Building Code and International Fire Code requirements for use of proper building materials and fire suppression methods.

12. Noise – Hours of construction noise will be limited to the hours permitted by City code, DMC 9.09. On a long-term basis noise will be from vehicles exiting and entering the property.
13. Land Use – The property is zoned Community Business and the land use designation in the Comprehensive Plan is Industry with Community Commercial Opportunity Area Overlay. The main site is a constructed but vacant warehouse with associated parking and landscaping. The north parcel is currently vacant land. The proposed use is compatible with adjacent uses. The site is not classified as a critical area, but a portion of the buffer associated with the adjacent stream extends onsite and the larger region is known to contain Priority Habitat for the bat species listed in the Animals section above. The applicant anticipates a maximum of 972 employees (486 employees per shift) will be working in the completed project.

The property is surrounded by the following land uses:

North: Mini Storage
East: DuPont Steilacoom Road and Joint Base Lewis McChord
South: Center Drive and commercial and light industrial uses
West: International Place and warehouse/distribution uses

14. Aesthetics – The new guard shack will be less than the maximum height allowed by city code. The main site has been landscaped around the perimeter to screen the trucks and vehicle parking area from view, including landscape berms and plantings along DuPont Steilacoom Road. The proposal would extend the screening further north to screen the new parking area and the guard shack/truck access area. The screening will be a combination of 8-foot tall CMU wall and vegetation between the wall and the DuPont Steilacoom Road right of way. The interior parking lot will be landscaped in accordance with City code.

15. Light and Glare – The new parking lot on the north parcel will be lit from dusk to midnight. Lights will be shielded and directed downward. The applicant submitted Site Lighting Plan that depicts the lighting levels in foot candles. The maximum light spill permitted at the east property line is 1.0 foot candles (FCs). Lighting permitted at the west property line will be sufficient for safe lighting of International Place. Lighting levels at the north property line shall be minimized to the greatest extent possible to allow for safe truck circulation. Additional lighting details will be reviewed prior to issuance of permits to ensure lighting fixtures are full cut-off type and do not exceed the maximum light spill at the property lines. See Mitigation Measures #3, #6, #10.
16. Historic and Cultural Preservation – A Cultural Resources Survey was prepared for the north parcel in June 2020. No archaeological sites or historic structures are located within the area and the property is deemed to have low or moderately low probability for cultural resources. The consultant recommends no additional survey work, however monitoring of the site will be required during soil disturbing activities.

A Memorandum of Agreement (MOA) dated August 7, 1989, was executed between Weyerhaeuser Real Estate Company (WRECO), the City of DuPont and the Washington State Historic Preservation Officer regarding the discovery of cultural resources within the City of DuPont, customary professional standards for archaeology, and applicable state and federal laws. Implementation of the MOA requires archaeological monitoring during soil disturbing activities, including extending an invitation to the Nisqually Tribe to be present during such activities, and preparation of a closing report. Any artifacts found are required to be donated in accordance with the MOA. See Mitigation Measures #11 and #13.

17. Transportation – One new driveway onto International Place N will be constructed on the north parcel for access to the proposed parking area and truck circulation route. There are three existing driveways on the main parcel. Half street improvements to International Place will be required along the frontage of the north parcel. International Place is a local road which connects to Center Drive, which is a principal Arterial located to the south. DuPont Steilacoom Road is a north/south minor arterial located along the property's east boundary that is scheduled for improvements beginning in 2021.

The previous SEPA Determination issued in 2015 required the installation of a traffic signal at the intersection of International Place and Center Drive, which has been constructed. The previous proposal anticipated approximately 1,168 vehicle trips per average weekday with 76 trips during the AM peak hour, and 83 trips during the PM peak hour.

Transit service is available at DuPont Station located on the southeast corner of Wilmington Drive and Palisade Boulevard approximately two miles from the property and is therefore not anticipated to be significantly utilized by the proposed development's employees. Similarly, little non-motorist activity to/from the site is expected. Employers with more than 100 employees are required to meet the Commute Trip Reduction requirements of DMC Chapter 25.72.

The parking expansion and reconfiguration will add 498 vehicle parking spaces and reduce truck trailer storage spaces by 47 in the main and north parcel. In total, the proposal will provide 912 vehicle parking spaces and 77 truck trailer storage spaces.

A Traffic Impact Analysis was prepared dated August 28, 2020. The completed proposal is anticipated to generate approximately 2,167 average vehicle trips per day. Peak volumes will occur during 6:30 to 7:30 AM with 363 trips and 5:30 to 6:30 PM. with 604 trips. During peak seasons (i.e. holiday season) volumes to and from the site will increase. According to the aggregated trip generation report, peak season AM volumes would close to double while peak PM volumes would increase by 50 percent. The peak hours for the proposed use tend to be dissimilar with respect to the adjacent street. The AM peak hour tends to start at 6:00 or 6:30 AM while the PM peak hour tends to start at 5:30 PM. No volume adjustments were considered given the 7:00 – 9:00 AM and 4:00 – 6:00 PM study periods to remain conservative. The majority of the trips would be employee vehicles and delivery vans with approximately 10-15 percent of the total volumes in the form of multi-axle trucks. Trip generation data was obtained from an independent study on similar fulfillment centers.

Future level of service (LOS) calculations were made for area intersections. All intersections are anticipated to remain meeting the city of DuPont's LOS D standards. No operational deficiencies at the area intersections are identified as a result of the project.

A queuing analysis was completed to determine vehicle storage capacity in the turning lanes for two turning movements: northbound left-turns at DuPont Steilacoom Road and Center Drive, and eastbound left-turns at Center Drive and International Place. The analysis concluded the following:

Center Drive and International Place: Approximately 175 feet of storage capacity is available which is shown to accommodate forecast peak demands under all scenarios.

DuPont Steilacoom Road and Center Drive: The 95th-percentile queue for the northbound left-turn on DuPont-Steilacoom Road at Center Drive would periodically exceed the existing 250-foot storage during the PM peak hour. During this time period the queue for the northbound through lane would be considerably longer and potentially block vehicles from entering the left-turn lanes. The TIA notes that dual northbound left-turn lanes at this intersection should be considered as part of the City's improvements for DuPont-Steilacoom Road.

DuPont Steilacoom Road is a north/south minor arterial located along the property's east boundary that is scheduled for improvements beginning in 2021. The current design for the improvements does not include a dual left turn lane at the Center Drive intersection. It is anticipated that as this project develops, as well as other planned projects in the future, the need for the dual left turn lane will be imperative. The dual left turn lane will also require relocation of the signal located along the eastern right of way.

The applicant shall be required to pay their fair share of the costs associated with the dual left turn lane improvements. The applicant and City have agreed that the signal relocation/replacement component required for widening the roadway to accommodate the dual left turn lane is proportional to their fair share contribution. The applicant will be provided

with the bid results for verification of costs. The City will require that payment for the signal relocation/replacement costs be provided in the form of a letter of credit prior to issuing a Certificate of Occupancy for the building. See Mitigation Measures #14 and #15.

18. Public Services – all utilities are available to serve the proposal.

B. MITIGATION MEASURES

General Mitigation Measures:

1. The design and construction of the proposal is required to follow the recommendations of the AESI Geotechnical Report dated May 12, 2020, as amended or updated.
2. The Checklist states the project will provide jobs for more than 100 employees per shift. Any business with more than 100 employees shall follow the requirements of DMC Chapter 25.75 Commute Trip Reduction.

The following mitigation measures shall be in place on the plans prior to issuance of site development permits:

3. Light fixtures shall be full cut-off type and shielded to minimize light spill and glare. A photometric analysis shall be submitted that depicts light spill at the property lines. A maximum of 1.0 foot candles of light spill will be allowed at the easement property line. Light spill at the north property line shall be minimized to the greatest extent possible to accommodate safe truck circulation.
4. Additional soil sampling shall occur on the north parcel to delineate the extent of the arsenic exceedance found pursuant to the recommendations of the soil investigation report. Half of the soil samples should be collected from the top 6 inches of native material and the other half from six inches to one foot into the native material. Soils sampling, precautions and cleanup shall occur in compliance with the following Ecology-recommended measures:
 - a) The soil on the north parcel shall be sampled and analyzed for arsenic and lead adhering to the 2019 Tacoma Smelter Plume Guidance. The soil sampling results shall be sent to Ecology for review.
 - b) If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.
 - c) If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - i. Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology.

- ii. Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local permitting agency the opinion letter from Ecology.
 - iii. Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.
- d) If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.
5. A temporary erosion and sedimentation control plan (TESC) shall be approved in accordance with the requirements of the 2012 Ecology Stormwater Manual and city of DuPont standards to control erosion impacts.
6. Additional lighting details shall be provided to ensure lighting fixtures are full cut-off type. The photometric plan shall be revised to demonstrate that spill levels at the north and east property line do not exceed 1.0 foot candles.

The following mitigation measures shall be in place during site construction:

- 7. All grading and filling of land must utilize only clean fill from a City-approved source.
- 8. Best Management Practices to minimize dust during construction shall be used, including temporary paving of certain roads, street sweeping, and watering the site as needed.
- 9. Construction equipment shall be maintained to meet emission standards. Construction vehicles shall be turned off when not in use to limit emissions caused by idling.
- 10. Site lighting during construction shall be directed away from the public right of way to ensure there is no light spill to these areas.
- 11. The Applicant shall fully implement the Memorandum of Agreement dated August 7, 1989, between Weyerhaeuser Real Estate Company (WRECO), the City of DuPont and the Washington State Historic Preservation Officer regarding the discovery of cultural resources within the City of DuPont, customary professional standards for archaeology, and applicable state and federal laws.
 - a) The Applicant shall provide a professional archaeologist to monitor onsite soil disturbance activities.
 - b) The Project Archaeologist shall notify and allow a Nisqually Indian Tribe representative to be present during soil disturbance activities.

- c) The Project Archaeologist shall notify the Nisqually Indian Tribal representative if Native American cultural resources are discovered during any soil disturbance activities. Construction activities that might disturb or affect such resources are to stop until the Tribal representative has had the opportunity to examine the find.
- d) If the Tribal representative cannot be reached through reasonable efforts or does not come to the construction site within a reasonable period of time after being notified, construction does not need to stop. However, archaeological work shall follow the 1989 Memo of Agreement, customary professional standards for archaeology, and applicable state and federal laws.
- e) The City of DuPont requests Native American artifacts recovered during construction activities be donated to the Nisqually Indian Tribe. Hudson's Bay Company-era artifacts should be donated to the Fort Nisqually Living History Museum, located in the City of Tacoma's Point Defiance Park. DuPont-era artifacts should be donated to the DuPont Historical Museum.

The following mitigation measures shall be in place prior to issuance of a building permit:

- 12. The applicant shall pay the required fire impact fee for the increased site area, as required per DMC 26.05.

The following mitigation measures shall be in place prior to the issuance of a Certificate of Occupancy:

- 13. The Project Archaeologist shall forward a closing report to the City of DuPont. The report shall discuss contact with the Nisqually Indian Tribe, implemented procedures and observed conditions and be submitted prior to issuance of any permanent Certificate of Occupancy for the project.
- 14. To mitigate for the proposal's impacts to the northbound left turn lane queue on DuPont Steilacoom Road (DSR) at Center Drive intersection, the applicant shall contribute their fair share of the costs associated with the required additional dedicated left turn lane improvements. The city and applicant have agreed that the required signal replacement/relocation component of the improvements would be proportional to their fair share contribution and that they would be responsible for the costs associated with the design, permitting and construction for the signal. The design, permitting and construction, including cost estimating, would be prepared by the engineering consultant for DSR improvements project. The design would need to include design of the left turn lane to ensure that eventual construction of the lane can be accommodated within the right of way. The applicant will be provided the bid results for verification of the costs. The applicant will provide the city with a line of credit for the costs of the signal relocation improvement prior to issuance of a final Certificate of Occupancy.

15. A truck/traffic management plan shall be prepared and approved by the City for the initial stocking of the building so as not create any lane blockages along Center Drive or DuPont-Steilacoom Road. The plan may include the use of off-duty police officers to direct traffic, staging of trucks off-site and timed entries to the site, etc. Further discussion with the Public Works Director and Police Chief is recommended to avoid traffic impacts during the initial stocking of the building.

CONCLUSIONS OF THE RESPONSIBLE OFFICIAL: The Responsible Official has determined, with the mitigation measures listed above, that the proposal will not have a probable significant adverse impact on the environment, and an Environmental Impact Statement is not required under RCW 43.21c.030(2). The mitigation measures described are recommended as conditions of project approval. This decision is made after review of a completed environmental checklist, other information on file with the City, and existing regulations.

APPEAL PERIOD: This MDNS is issued using the optional DNS process in WAC 197-11-355. There is no further comment period on the MDNS. Consistent with DMC 25.175.060(4) and WAC 197-11-680, this Determination may be appealed to the City hearing examiner. Pursuant to DMC 25.175.060(3), only parties of record may file an administrative appeal. **Appeals must be filed within 14 days after issuance of this MDNS (no later than 5:00 pm on October 2, 2020).** Instructions for filing an appeal are found in DMC 25.175.060(4). Appeals shall be in writing, be accompanied by the required appeal fee (\$1,500), and contain the information detailed in DMC 25.175.060(4) (d). You should be prepared to make specific factual objections. Contact Janet Howald at the City at (253) 964-8121 to read or ask about the procedures for SEPA appeals.

SEPA Responsible Official Signature: _____

Andy Takata
City Administrator
City of DuPont

09-18-2020

Date

Issue Date: September 18, 2020

End of Appeal Period: October 2, 2020

Parties of Record:

Applicant: Brian Mattson, Panattoni Development Company, Inc.
Eva Barber, Washington State Department of Ecology, Southwest Regional Office
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Charles S. Markham, JBLM DPW (Charles.s.markham2.civ@mail.mil)
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Distributed to the Attached List

SEPA Distribution List

X Indicates notice mailed to the following:

Northwest Logistics Center II, Parking Expansion
PLNG2020-012,013,014, SEPA2020-001 9-XX-XX

| Dist. | Agency/Contact | Dist. | Agency/Contact |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| X | WA State Dept. of Archaeology & Historic Preservation SEPA@dahp.wa.gov | X | WA State Dept. of Labor and Industries PO Box 44000 Olympia, WA 98504 |
| | WA State Dept. of Commerce Anne Fritzel, AICP Anne.fritzel@commerce.wa.gov | | WA State Dept. of Natural Resources SEPA Center SEPACENTER@dnr.wa.gov |
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| X | WA. State Dept. of Ecology SW Regional Office Toxic Clean-up Program Eva Barber Eva.Barber@ecy.wa.gov | | WA State Parks and Recreation Commission PO Box 42650 Olympia, WA 98504 |
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| | WA State Dept. of Health SEPA.reviewteam@doh.wa.gov | X | Puget Sound Clean Air Agency 1904 3 rd Ave #105 Seattle, WA 98101 SEPA@pscleanair.org |
| | WA State Dept. of Fish & Wildlife(WDFW) SEPA Coordinator SEPAdesk@dfw.wa.gov | | BNSF Railway General Manager 2454 Occidental Ave. South, Ste 1A Seattle, WA 98134-1451 |
| | WA State Dept. of Fish & Wildlife (WDFW) Michele Culver Regional Director Teammontesano@dfw.wa.gov | | FEMA John Graves John.graves1@dhs.gov |

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|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | WA State Dept of Fish & Wildlife (WDFW) Kelly Still Area Habitat Biologist, Region 6 Kelly.Still@dfw.wa.gov | X | DuPont City Clerk Karri Muir Kmuir@dupontwa.gov |
| X | JBLM Charles Markham Director of Public Works Charles.s.markham2.civ@mail.mil | X | Nisqually Indian Tribe Joe Cushman Cushman.joe@nisqually-nsn.gov |
| X | JBLM Rebecca Kowalski Water Program Manager PW, Environment Division Rebecca.j.kowalski.civ@mail.mil | X | Yakama Nation Elizabeth Sanchey Elizabeth_sanchey@yakama.com |
| X | US Army Corps of Engineers (Corps Project Manager for Western Pierce County) Halie N. Endicott Halie.N.Endicott@usace.army.mil | | Lakewood Community & Economic Development Courtney Brunell Planning Manager cbrunell@cityoflakewood.us |
| | USDA-Natural Resources Conservation Service 941 Powell Ave SW. Ste 102 Renton, WA 98057 | X | Steilacoom Community Development Doug Fortner Town Planner Doug.fortner@ci.steilacoom.wa.us |
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| | National Marine Fisheries Service Northwest Regional Office 7600 Sand Point Way NE Seattle, WA 98115-0070 | | Steilacoom Historical School District Celeste Johnston cjohnston@steilacoom.k12.wa.us |
| | Nisqually Nat'l Wildlife Refuge Glynnis Nakai Glynnis.Nakai@fws.gov | X | LeMay Cust2180@wcnx.org |
| X | Environmental Official-Pierce County Kathleen Larrabee Klarrab@co.pierce.wa.us | | PSE Jeffrey Payne Jeffrey.payne@pse.com |
| X | Pierce Co. PALS Adonais Clark aclark@co.pierce.wa.us | X | AHBL Lisa Klein Lklein@AHBL.com |
| X | Pierce Co. Assessor/Treasurer-Commercial Dept. Darci Brandvold Darci.brandvold@piercecountywa.gov | X | Gray & Osborne Dominic Miller, PE dmiller@g-o.com |
| X | Pierce Co. Environmental Services Bldg Public Works Kip Julin 9850 64 th St. West University Place, WA 98467 | X | Geri Reinart, P.E. greinart@msn.com |
| X | Pierce Co. Public Works Debbie Germer debbie.germer@piercecountywa.gov | X | CalPortland Pete Stoltz Pstoltz@calportland.com |

| | | | | |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Tacoma Pierce Co. Health Dept. Sara Bird SEPA@tpchd.org | | X | NWL Association Emily Griffith nwlassistdirector@reachone.com |
| | Land Use Review Capital Development-Pierce Transit PO Box 99070 Lakewood, WA 98499-0070 | | X | Nisqually Indian Tribe Jeremy "Badoldman"Perkuhn,THPO Dept Badoldman.jp@nisqually-nsn.gov |
| X | Nisqually Indian Tribe Annette Bullchild, THPO Dept Bullchild.annette@nisqually-nsn.gov | | X | Nisqually Indian Tribe Brad Beach, THPO Dept beach.brad@nisqually-nsn.gov |

Permit Applicant Information

| | | | | |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------|--|----------|----------------------------------------------------------------------------------------------------------------------------------------|
| X | Barghausen Engineering Co., Inc Daniel Balmelli, Exec. Vice President dbalmelli@barghausen.com | | X | Panattoni Development Co., Inc. Bjorn Brynestad, Development Manger Bjorn@panattoni.com |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------|--|----------|----------------------------------------------------------------------------------------------------------------------------------------|



City of DuPont SEPA Checklist

303 Barksdale Avenue
DuPont, WA 98327

phone 253-912-5393
fax 253-964-1455

City File Number: _____

STATE ENVIRONMENTAL POLICY ACT ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21 C, RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions to Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

A BACKGROUND

1. Name of proposed project, if applicable:

Northwest Logistics Center 2

2. Name of applicant:

Brian Mattson

3. Address and phone number of applicant and contact person:

Applicant:
Brian Mattson
Panattoni Development Company
1821 Dock Street, Suite 100
Tacoma, WA 98402
(206) 838-6182

Contact:
Daniel K. Balmelli
Barghausen Consulting Engineers
18215-72nd Avenue South
Kent, WA 98032
(425) 251-6222

4. Date checklist prepared:

March 20, 2013
Revised September 13, 2013
Revised February 28, 2018
Revised June 12, 2018
Revised August 20, 2018
Revised November 16, 2018
Revised July 2, 2020
Revised August 4, 2020
Revised August 25, 2020
Revised September 2, 2020

5. Agency requesting checklist:

City of DuPont

6. Proposed timing or schedule (including phasing, if applicable):

Construction to start as soon as applicable permits are issued. **Construction for parking lot addition, guard house and tenant improvements would be anticipated to start summer of 2020.**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

There are no future additions or expansions associated with this proposal **beyond the parking lot expansion and tenant improvements to the building including mezzanine areas that are proposed in this application.**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Environmental Checklist prepared by Barghausen Consulting Engineers, Inc., dated March 20, 2013, revised September 13, 2013, Revised February 28, 2018

Lighting site plan prepared by Nelson, undated

Phase I Environmental Site Assessment prepared by Farallon Consulting, Dated July 26, 2012

Soils Sampling Results Letter prepared by Farallon Consulting, dated July 3, 2012

Geotechnical Engineering Report prepared by GeoResources, June 20, 2012

Stormwater Site Plan prepared by Barghausen Consulting Engineers, Inc., March 5, 2013

Environmental Mitigation Plan prepared by Barghausen Consulting Engineers, Inc., January 4, 2013

Geotech Report by Terra Associated dated April 2016

Tree Retention History Memo by EDA dated February 2018

Cultural Resource Report by Aqua Terra dated October 2015

Archaeological Excavation Permit dated November 2015

NFA Letter by Department of Ecology dated June 2016

Updated Trip Generation and Assignment by Heath & Associates dated November 2018

Updated Stormwater Site Plan by Barghausen Consulting Engineers dated November 2018

Stormwater Site Plan prepared by Barghausen Consulting Engineers dated June 30, 2020

Stormwater Pollution Prevention Plan prepared by Barghausen Consulting Engineers dated June 30, 2020

Cultural Resources Report prepared by Aqua Terra Consultants dated June 3, 2020

Geotechnical Engineering Report prepared by Terra Associates dated May 12, 2020

Subsurface Investigative Report prepared by ATC dated June 30, 2020

Non-Wetland and Fish and Wildlife Habitat Assessment prepared by Soundview Consultants dated Sept. 2, 2020

Traffic Impact Analysis prepared by Heath & Associates dated Aug. 28, 2020

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

A grading permit has been issued by the City of DuPont and cleanup of specific areas of contaminated soil on the site has been completed.

10. List any government approvals or permits that will be needed for your proposal, if known.

Environment Determination by City of DuPont

Site Work Construction Permit by City of DuPont

Type II Administrative Approval by City of DuPont

Minor Site Plan Modification by City of DuPont

Boundary Line Adjustment or Lot Line Adjustment by City of DuPont

Building Permit by City of DuPont

Plumbing/Electrical Mechanical Permits by City of DuPont

Fire Suppression/Underground Fire Supply and Fire Alarm Permits by City of DuPont

Right-of Way Use Permit by City of DuPont

Pre-Treatment Review by Pierce County Public Works and Utilities

Sanitary Sewer Permits by Pierce County Public Works and Utilities

NFA by Department of Ecology

Environmental Determination for Parking Lot Addition by City of DuPont

Major Site Plan Amendment by City of DuPont

Site Development Permit by City of DuPont

Water Connection Permit for Guard Shack by City of DuPont

Right-of-Way Use Permit by City of DuPont

Sewer Service Permit for Guard Shack by Pierce County Utilities

NPDES Permit by Department of Ecology

Demolition permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposed project will construct a 628,640± square foot warehouse building on an approximately 32 acre site with the associated grading activities, asphalt parking, drive aisles and truck loading and maneuvering areas, landscaping, stormwater infiltration facilities, water and sanitary sewer extensions, franchise utilities improvements and half-street frontage improvements to include sidewalk extension along International Place.

The proposed project will construct additional vehicular parking and a guard shack in association with the Northwest Logistics II project. The site is located on the 5.3-acre Steilacoom Historic School District (SHSD) lot adjacent to the north of the Northwest Logistics II site. A portion of the parking addition consists of removal and relocation of existing parking in the northeast corner of the Northwest Logistics II site. Along with construction of the additional parking, the project will also include clearing and grading, storm drainage facilities, and a guard shack to be located in the southeast corner of the site and will be connected to sewer and water available to the site. Tenant improvements inside the building include *mezzanine areas of 118,150 square feet of flammable and combustible liquid shelving and 51,040 square feet of aerosol shelving are proposed for the building. Roadway improvements along the frontage of the site along International Place North will be constructed as part of the project.*

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The site is located on the northeast corner of International Place and Center Drive in DuPont, Pierce County, Washington and includes tax parcel numbers 300039-0010 through 0210 and 300039-0240 through 0270 within the Northwest Landing Industrial Park Division I Plat. The project is located within a portion of the Southwest quarter of Section 24, Township 19 North, Range 1 East and the Northwest quarter of Section 25, Township 19 North, Range 1 East.

The parking lot addition is located on the eastern side of the terminus of International Place North and is within a portion of the southwest quarter of Section 24, Township 19 North, Range 1 East in DuPont, Pierce County, Washington.

Tax Parcel Nos: 300039-0011 (Northwest Logistics II) and 300039-0282 (SHSD)

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

The site is generally flat.

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope on site is approximately 8 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to the Soil Survey of Pierce County Area, Washington, the soil type is classified as 41A-Spanaway gravelly sandy loam.

The Geologic Map of the Tacoma 1:100,000-scale Quadrangle, Washington, maps the site soils as Vashon Recessional outwash, Steilacoom gravel (Qgo_{sg}) Per the Geotechnical Engineering Report prepared by Terra Associates, dated May 12, 2020, soils observed in the test pits correlate with the published description of this soil unit.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There is no known history of unstable soils to our knowledge.

e. Describe the purpose, type, total area and approximate quantities and total affected area of any filling, excavation and grading proposed. Indicate source of fill.

Approximately 81,100 cubic yards of cut material and 65,200 cubic yards of fill material will be used to prepare the site for construction of the proposed building. Approximately 60,000 cubic yards of cut and 46,000 cubic yards of fill work has been completed on the site. Approximately 18,000 cubic yards of cut and 17,000 cubic yards of fill work will be completed for completion of the project.

Approximately 7,000 cubic yards of cut, 8,000 cubic yards of fill and 2,000 cubic yards of stripping will be used to prepare the site for construction of the proposed parking expansion. The source of fill material is unknown at this time but will be from an approved source.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Depending on weather conditions, erosion could occur as a result of construction activities.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 83% of the site will be impervious surface upon completion of the project. **Approximately 81 percent of the site will be impervious surface upon completion of the proposed new parking area.**

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

A temporary erosion and sedimentation control plan has been designed and constructed to meet City of DuPont standards to control erosion impacts.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities, if known.

Emissions from construction equipment would be present from approximately 7 am to 6 pm, Monday through Friday during the construction phase of the project. Emissions from vehicular traffic to and from the site would be present upon project completion. **A minor additional emissions increase from vehicular traffic would be anticipated upon completion of the proposed new parking addition.**

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Emissions from vehicular traffic traveling the surrounding roadways may be present but would not be anticipated to affect the proposal.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Construction equipment will meet state and federal emission standards. No other specific measures are proposed.

3. Water

- a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
A Type F Stream is located approx. 95 feet offsite to the northeast. The stream flows to Puget Sound.
~~There are no surface water bodies on or in the immediate vicinity of the site.~~
- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.
Yes, work will occur within 100 feet of the stream. See the Non-Wetland and Fish and Wildlife Habitat Assessment.
No work will be done in or adjacent to any waters.
- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material will be placed in or removed from surface water.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.

No surface water withdrawals or diversions are proposed.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The site is not within a 100-year floodplain. **Per current FIRM map panel 53053C0507, dated March 7, 2017, the site is not located in the 100-year floodplain.**

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No waste materials will be discharged to surface waters.

b. Ground:

- 1) Will ground water be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities, if known.

No groundwater will be withdrawn however, water will be discharged into the ground from storm drainage infiltration facilities.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals;... agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste materials will be discharged into the ground under this proposal. All sanitary sewer effluent will be routed via tightlined pipe to the existing sanitary sewer system.

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The source of runoff will be from the building roof top and pavement areas. All runoff will be routed via storm pipes and catch basins into infiltration galleries for water quality treatment and infiltration. **Under the new proposal, stormwater from new impervious surfaces will be collected and conveyed via storm pipe and catch basins to a retention infiltration facility prior to discharging to the ground.**

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No waste material will enter ground or surface waters. All stormwater runoff will be routed for treatment into the infiltration system prior to discharge and all sanitary sewer discharge will be routed to the existing sanitary sewer system.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site?
If so, describe.

The proposed development is designed to incorporate the existing drainage system and will not affect the drainage patterns in the vicinity of the site.

- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, and drainage pattern impacts, if any:

Temporary erosion and sedimentation control measures will be implemented per City of DuPont standards for the construction phase of the project and the storm drainage infiltration system will be designed and constructed per City of DuPont standards to control stormwater runoff from the completed project. **A storm drainage plan for the parking lot addition will be designed according to the 2014 Department of Ecology stormwater manual and City of DuPont standards and implemented to control runoff from the proposed project.**

4. Plants

- a. Check or circle types of vegetation found on the site:

☐ deciduous tree: Alder, Maple, Oregon White Oaks, Apple, Plum, Pear
☐ evergreen tree: Fir, Cedar, Pine
☒ shrubs
☒ grass
☐ pasture
☐ crop or grain
☐ Orchard, vineyards or other permanent crops
☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
☐ water plants: water lily, eelgrass, milfoil, other
☐ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

Most of the vegetation has been removed from the site for development of the proposed project. Also, the project has complied with the City of DuPont Oak Management Mapping Criteria for tree retention. **The majority of the vegetation on the SHSD site will be removed and a portion of the existing landscaping on the Northwest Logistics II site will be removed for reconfiguration of the parking.**

- c. List threatened and endangered species known to be on or near the site.

None are known to exist to our knowledge.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Landscaping will be designed and implemented to meet City of DuPont standards and trees will be retained where possible to meet with City code.

- e. List all noxious weeds and invasive species known to be on or near the site.

None are known to exist on or near the site.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Examples include:

birds: Hawk, Heron, Eagle, Songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

- b. List any threatened or endangered species known to be on or near the site.

None are known to exist to our knowledge. **Cutthroat trout and coho salmon are mapped within the stream located to the northeast of the site.**

- c. Is the site part of a migration route? If so, explain.

Yes, the site is part of the Pacific Flyway for Migratory Birds.

- d. Proposed measures to preserve or enhance wildlife, if any:

On-site landscaping and tree retention will help to preserve wildlife in the area.

- e. List any invasive animal species known to be on or near the site.

None are known to be on or near the site to our knowledge.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity will be used for lighting and natural gas will be used for heating.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe:

It is not anticipated that the project would affect potential use of solar energy by adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The building will comply with all current energy code requirements. **The proposed guard shack will use electricity for lighting and natural gas for heating.**

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No environmental hazards are expected to occur as a result of this project.

- 1) Describe any known or possible contamination at the site from present or past users.

None are known to be present at the site to our knowledge.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None are known to exist to our knowledge.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

During the construction phase of the project, chemicals associated with construction equipment will be at the site. Upon project completion, no hazardous chemicals are anticipated to be at the site. Flammable and combustible products will be stored onsite.

- 4) Describe special emergency services that might be required.

Other than fire, medical and police services already available in the area, no other specific services are anticipated.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

No specific measures are proposed. Building design & materials and fire suppression will be required to meet the International Building Code and International Fire Code.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Noise from vehicular traffic along Center Drive and International Place exist but would not be anticipated to affect the project.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

On a short-term basis, noise from construction equipment will be present from approximately 7 am to 6 pm, Monday – Friday. On a long-term basis, noise from vehicular traffic to and from the site will be present from approximately 6 am to 6 pm, Monday – Friday.

3) Proposed measures to reduce or control noise impacts, if any:

Construction equipment will be maintained and will comply with state standards. No other specific measures are proposed.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is undeveloped but has been previously cleared and graded. Property to the north contains a warehouse facility and areas of undeveloped land which will be used for the future Steilacoom Historical School District Bus Barn. Directly to the northwest is a warehouse building for metal fabrication. Steilacoom-DuPont Road and JBLM are located to the east and Northwest Logistics Center Phase I is completed to the west and is currently being used as a storage warehouse. The property to the south contains office and warehouse use developments. **The SHSD site is vacant land that was previously cleared and graded and the Northwest Landing site is occupied with a warehouse facility. Adjacent properties to the north and west are industrial/warehouse use. Center Drive is located to the south and Steilacoom-DuPont Road S.W. is located to the east.**

b. Has the site been used as working farmlands or forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Historically, the site may have been used for agriculture but specific details are not known.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

There are no working farm or forest lands near the site to our knowledge.

c. Describe any structures on the site.

There are no structures on site.

d. Will any structures be demolished? If so, what?

No structures will be demolished. **The building roof will be replaced.**

e. What is the current zoning classification of the site?

The current zoning classification is Industrial (IND). **The current zoning of the site is Community Business.**

f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designation is Industrial. **The current comprehensive plan designation is ~~Manufacturing Research Park and Industry Planning area.~~ with Community Commercial Opportunity Area Overlay.**

- g. If applicable, what is the current shoreline master program designation of the site?

N/A

- h. Has any part of the site been classified as a critical area by the city of county? If so, specify.

Yes. The Department of Ecology indicates that the site and vicinity have a known or suspected presence of metals in the soil from the Tacoma Asarco Smelter plume, including lead and arsenic. A Soils Sampling Report has been prepared by Farallon Consulting to locate areas of contaminated soil and a grading permit to remove the soil in these areas has been approved by the City of DuPont. Clearing and grading work has been completed and NFA letters from the Department of Ecology have been issued. **A portion of the stream buffer extends onsite. The township is mapped as containing Priority Habitat for the three bat species, however the site was previously cleared and graded and does not contain habitat.**

- i. Approximately how many people would reside or work in the completed project?

The maximum number of employees per shift would be a total of approximately 300 to 400 persons could work at the completed project depending on the tenants. **Four hundred and eighty-six (486) total employees is the maximum employee count per shift.**

- j. Approximately how many people would the completed project displace?

No persons will be displaced.

- k. Proposed measures to avoid or reduce displacement impacts, if any:

No specific measures are proposed.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed warehouse use is compatible with the City of DuPont zoning code and the project will be designed to meet City standards.

- m. Proposed measures to ensure that proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

There are no nearby working farms or forest lands.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A

- c. Proposed measures to reduce or control housing impacts, if any:

N/A

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height of the building will be approximately 38-foot and the principal building materials will be concrete and glass. **The guard shack proposed with the vehicular parking addition would be not taller than the maximum height allowed within the Community Business zoning designation.**

- b. What views in the immediate vicinity would be altered or obstructed?

Some views from adjacent properties are expected to be altered with completion of the project but no views are anticipated to be obstructed.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

No specific measures are proposed. **New wall construction with plantings will screen the view of the site from travelers using DuPont Steilacoom Road.**

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Glare from building window glass could occur during daylight hours and light and glare from parking lot lighting could be present during evening hours. **Lighting for the parking lot addition could generate additional light or glare during evening hours.**

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

It is not anticipated that light or glare created by the project would be a safety hazard.

- c. What existing off-site sources of light or glare may affect your proposal?

Headlights from vehicular traffic on nearby roadways could be present but would not be anticipated to affect the project.

- d. Proposed measures to reduce or control light and glare impacts, if any:

The building will use non-glare window glass and the parking lot lighting will be shielded. Perimeter landscaping will also help to control light or glare impacts. **The additional parking lot lighting will be shielded and directed appropriately.** No other specific measures are proposed.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

No recreational areas are in the immediate vicinity of the site.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No recreational uses will be displaced.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No specific measures are proposed.

13. Historic and Cultural Preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

None are known to exist on the site to our knowledge.

- b. Are there any landmarks, features or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None are known to exist on the site to our knowledge. **A Cultural Resource Report has been completed for the parking lot addition site and a copy is included with this package.**

- c. Describe the methods used to access the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archaeology and historic preservations, archaeological surveys, historic maps, GIS data, etc.

A Cultural Resource Report was prepared by Aqua Terra, dated October 2015 for the site and a copy is included with this package.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

No specific measures are proposed however, the Memorandum of Agreement will be implemented and if cultural artifacts are found during construction, the proper agencies will be notified.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

International Place is to the west of the site and Center Drive is to the south. Two driveways are proposed on International Place for access. Access will also be obtained from the existing cul-de-sak to the north that is part of the Northwest Landing Industrial Park Division I Plat. **One new driveway onto International Drive North will be constructed for access to the proposed parking area.**

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Transit service is not available to the site. The closest transit route is Route 592 with a stop at the park and ride located at Wilmington Drive and Palisades Drive.

- c. How many parking spaces would the completed project or non-project have? How many would the project eliminate?

The completed project will provide 414 car parking stalls and 124 trailer parking stalls. No parking stalls will be eliminated. **With the proposed parking lot addition a total of 912 vehicular parking stalls and 77 trailer storage stalls will be provided across both lots. Some existing parking will be reconfigured but no parking will be eliminated.**

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Yes, half-street improvements along International Place will be required as well as completion of the cul-de-sac access on the north end and construction of a new traffic signal at Center Drive and International Place. **Roadway improvements to the frontage of the SHSD lot will be construction as part of the proposal.**

- e. Will the project or proposed use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

It is anticipated that, based on high-cube warehousing use, the proposed project could generate approximately 880 average daily trips upon completion. *Upon tenant occupancy the site can be estimated to generate approximately 2,167 average daily trips. Peak volumes would likely occur between 6:30-7:30 AM with 363 trips and 5:30-6:30 PM with 604 trips. The majority of trips would be employee vehicles and delivery vans with approximately 10-15 percent of the total volumes in the form of multi-axle trucks. Data were obtained from an independent study on similar fulfillment centers.* (Please refer to the updated Traffic Impact Analysis by Heath and Associates.)

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

It is no anticipated that the proposal would affect the movement of agricultural or forest products on area roadways.

- h. Proposed measures to reduce or control transportation impacts, if any:

Construction of roadway improvements and payment of traffic mitigation fees, if required will reduce transportation impacts.

15. Public Services

- a. Would the project result in an increase need for public services (for example, fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Yes, the project will result in an increased need for public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

Roadway improvements, construction of water line with the addition of fire hydrants and payment of traffic and fire mitigation fees will reduce impacts to public services. . **Payment of additional traffic mitigation and construction of roadway improvements, new fire line and fire hydrant will reduce current impacts from the parking addition.**

16. Utilities

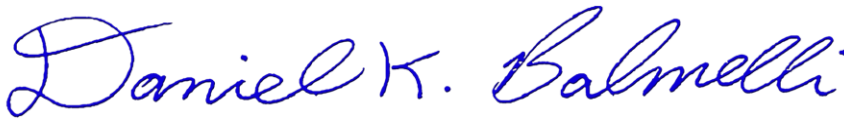
- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

| | |
|-----------------|------------------------------------------|
| Electricity: | Puget Sound Energy |
| Natural Gas: | Puget Sound Energy |
| Water: | City of DuPont |
| Sanitary Sewer: | Pierce County Public Works and Utilities |
| Refuse: | LeMay |
| Telephone: | CenturyLink |
| Cable: | Comcast |

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Print your name: Daniel K. Balmelli

Date Submitted: September 17, 2013 / Revised February 28, 2018 / Revised June 12, 2018 / Revised August 20, 2018/ Revised November 16, 2018, Revised July 2, 2020, Revised August 4, 2020, Revised August 25, 2020, Revised September 2, 2020
(Issued 4/6/01)

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Evaluation for Agency Use Only. Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources? Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection: such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.



| | | |
|---------------------------------------------------------------------------------------|---|-------------------------|
| SITE AREA (SF) | = | 1,400,697 SF (32.16 AC) |
| NWL II | = | 232,834 SF (5.35 AC) |
| SHSD | = | 1,633,531 SF (37.50 AC) |
| TOTAL | = | |
| BUILDING AREA (SF) | = | 629,087 SF |
| COVERAGE | = | 38.51% |
| LANDSCAPE REQUIRED (20%) | = | SEE CHART BELOW |
| LANDSCAPE PROVIDED (SHADED AREA) | = | SEE CHART BELOW |
| PARKING REQUIRED (MAX. EMPLOYEE/SHIFT) | = | 912 STALLS |
| PARKING PROVIDED | = | 912 STALLS |
| HOV PARKING REQUIRED (1 PER 20 STALLS) | = | 46 STALLS |
| HOV PARKING PROVIDED | = | 46 STALLS |
| PARKING REQUIRED WITHIN 500' OF BUILDING ENTRY (.3 STALLS PER MAX. EMPLOYEE/SHIFT) | = | 274 STALLS |
| PARKING PROVIDED WITHIN 500' OF BUILDING ENTRY | = | 343 STALLS |
| DOCK DOORS PROVIDED ▲ | = | 63 DOCK DOORS |
| DRIVE IN DOORS PROVIDED △ | = | 3 DRIVE IN DOORS |
| TRAILER STALLS | = | 77 STALLS |

EXISTING LANDSCAPE INFORMATION

| | SITE AREA | LANDSCAPE AREA | LANDSCAPE % |
|-------------------|--------------|----------------|-------------|
| NWL II (EXISTING) | 1,400,697 sf | 241,601 sf | 17.2% |

PROPOSED LANDSCAPE INFORMATION

| | SITE AREA | LANDSCAPE AREA | LANDSCAPE % |
|--------------------------------|--------------|----------------|-------------|
| NWL II (EXISTING AND MODIFIED) | 1,400,697 sf | 269,984 sf | 19.3% |
| SHSD (NEW) | 232,834 sf | 47,358 sf | 20.3% |
| TOTAL: | 1,633,591 sf | 317,342 sf | 19.4% |

NORTHWEST LOGISTICS CENTER SITE PLAN

3230 INTERNATIONAL PLACE NORTH
DUPONT, WASHINGTON

6/22/20

SCALE: 1" = 200'-0"

